

Summary of Key Fairfax County Zoning Ordinance Parking Requirements

General

- Parking Requirements for specific land uses are contained in Article 11 of the Zoning Ordinance.
- Parking Requirements are minimums.
- Parking Reductions are allowed under certain circumstances such as shared use, proximity to a mass transit station, implementation of TDM and in Commercial Revitalization Districts.

Examples

Residential* and Lodging – Section 11-103

Use	Required Number of Spaces
Single Family House	2.0 spaces per unit
Single Family Attached	2.3 spaces per unit
Multiple Family	1.6 spaces per unit
Hotel, Motel	1.0 space per rental unit, plus 4 spaces per 50 rental units, plus spaces for eating establishments, meeting rooms etc.

* Residential rates currently under review.

Commercial and Related Uses – Section 11-104

Use	Required Number of Spaces
Restaurant	1.0 space per 4 seats plus 1.0 space per 2 employees where seating is at tables, and/or 1.0 space per 2 seats plus 1.0 space per 2 employees where seating is at a counter
Office	
50,000 sq. ft. or less gross floor area (gfa)	3.6 spaces per 1000 sq ft gfa
Greater than 50,000 sq. ft but less than 125,000 sq ft	3.0 spaces per 1000 sq ft gfa
125,000 sq ft or more	2.6 spaces per 1000 sq ft gfa
Shopping Center	
100,000 sq ft gfa or less	4.3 spaces per 1000 sq ft gfa
100,000 to 400,000 sq ft	4.0 spaces per 1000 sq ft gfa
400,000 to 1,000,000 sq ft	4.8 spaces per 1000 sq ft gfa
1,000,000 sq ft or more	4.0 spaces per 1000 sq ft gfa

Parking Reductions

Parking Reductions for Shared Use

Article 11-102,

- 4 Off-street parking spaces may serve two (2) or more uses; however, in such case, the total number of such spaces must equal the sum of the spaces required for each separate use except:

As may be permitted under Paragraphs 5, 22, 26 and 27 below and Par. 3 of Sect. 106 below; or

That the Board may, subject to conditions it deems appropriate, reduce the total number of parking spaces required by the strict application of this Part when the applicant has demonstrated to the Board's satisfaction that fewer spaces than those required by this Part will adequately serve two (2) or more uses by reason of the hourly parking accumulation characteristics of such uses and such reduction will not adversely affect the site or the adjacent area.

Parking Reductions for Proximity to Transit

Article 11-102,

5. Within the area in proximity to a mass transit station, which station either exists or is programmed for completion within the same time frame as the completion of the subject development, or along a corridor served by a mass transit facility, which facility is conveniently accessible to the proposed use and offers a regular scheduled service, the Board may, subject to conditions it deems appropriate, reduce the number of off-street parking spaces otherwise required by the strict application of the provisions of this Part. Such reduction may be approved when the applicant has demonstrated to the Board's satisfaction that the spaces proposed to be eliminated are unnecessary based on the projected reduction in the parking demand resulting from the proximity of the transit station or mass transit facility and such reduction in parking spaces will not adversely affect the site or the adjacent area.

Parking Reductions for Transportation Demand Management Program

26.

In conjunction with the approval of a proffer to establish a transportation demand management (TDM) program, or if a development is subject to an approved proffer for the establishment of a TDM program, the Board may, subject to conditions it deems appropriate, reduce the number of off-street parking spaces otherwise required by the strict application of the provisions of this Part when the applicant has demonstrated to the Board's satisfaction that, due to the proffered TDM program, the spaces proposed to be eliminated for a site are unnecessary and such reduction in parking spaces will not adversely affect the site or the adjacent area. In no event shall the reduction in the number of required spaces exceed the projected reduction in parking demand specified by the proffered TDM program.

For the purposes of this provision, a proffered TDM program shall include: a projected reduction in parking demand expressed as a percentage of overall parking demand and the basis for such projection; the TDM program actions to be taken by the applicant to reduce the parking demand; a requirement by the applicant to periodically monitor and report to the County as to whether the projected reductions are being achieved; and a commitment and plan whereby the applicant shall provide additional parking spaces in an amount equivalent to the reduction should the TDM program not result in the projected reduction in parking demand.

Commercial Revitalization Districts Appendix 7

3. The off-street parking, loading and private street requirements of Article 11 shall apply, except as set forth below:

A. The minimum off-street parking requirements for any non-residential uses may be reduced by twenty (20) percent by the Board when it is demonstrated by the applicant and determined by the Board that such reduction is in furtherance of the goals of the Commercial Revitalization District as set forth in the adopted comprehensive plan. Such request may also be considered in conjunction with a rezoning and/or special exception application. The fee for a parking reduction set forth in Sect. 17-109 shall not be applicable.